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on the German than on the English side. With good roads and modern machinery, the country will have a great future.

It is not a country for the poor immigrant and small farmer. People going there must have a handsome sum to invest, but when properly managed the plantations bring good returns, and the number of people, especially among the English, who derive a comfortable income from their East African possessions, is increasing every year. The best proof of the promising character of the country is, perhaps, the considerable number of white people not German or English who have settled there from abroad. In the Kilimandjaro region the Boers are a not unmitigated blessing. Their habit of killing all the game they can reach regardless of governmental regulations, makes them rather unpopular; but as pioneers on hitherto untrodden paths even the Trek-Boers are fulfilling an historic mission, and besides, a great many of them have already come to stay as regular settlers. Aided by their South African experience, they become most successful farmers and cattle raisers. They send their children to the governmental schools and seem perfectly willing to become good German citizens. From Egypt, many Greeks have immigrated; they also make very desirable colonists, economically and politically. Russo-Germans, however, from the Caucasus country were not satisfactory. They had lived so long in a half-civilized environment that they had lost all qualities for good citizenship. They did not want to work, nor send their children to school, and were generally a lawless and violent set, so that most of them were sent back to their old homes.

The management of the natives is becoming easier. The best way to obtain an influence over them is to make the chief see the advantage of European methods and let him influence his people. In the larger places on the coast, the government schools, mostly trade schools, do good work, especially when the instruction is unsectarian. On the Usambara railroad the employment of colored train hands has been tried for the first time, and successfully. This peaceful penetration with sufficient capital, roads, and machinery, is the indispensible prerequisite for the future development of these promising regions.

MARTHA KRUG GENTHE.

GEOGRAPHICAL RECORD

AMERICAN GEOGRAPHICAL SOCIETY

AN EXHIBITION OF PHOTOGRAPHS. The Society opened in its house on Sept. 9, an exhibition of about 700 photographs illustrating scenic aspects and phases of development in the western half of the United States and in the southern States. A series of views of the North Carolina Appalachians is shown to contrast their picturesque and quiet beauty with the grand and rugged aspects of our western scenery. Lands reclaimed by irrigation and dry farming, western towns fostered by mining, lumbering, agricultural and other interests are shown; also many of the activities in our southern States including truck farming, plantation scenes, live-stock and manufactures. A few typical American cities, including Cleveland, Toledo, Detroit, Duluth, Seattle, Portland, Ore., San Francisco, Salt

Lake City, Memphis, Chattanooga, Atlanta, New Orleans and Galveston are represented by panoramas or small photographs. The exhibition is open to members of the Society and the general public between 10 A. M. and 5 P. M.

NORTH AMERICA

THE STORM KING CROSSING OF THE HUDSON RIVER. Prof. J. F. Kemp has written for *"The American Journal of Science"* (July 1912) a paper on the crossing of the Hudson R. at Storm King by the new Catskill Aqueduct. The aqueduct was to cross through the bed rock of the Hudson from Storm King Mountain on the west bank to Breakneck Mountain on the east. It was necessary to find bed-rock. In 1908 the drill, with great difficulty, was sent down in the middle of the river and at a depth of 580 feet the hole was still in sand and boulders. Bed-rock had not yet been reached.

It was hoped in 1909 to drill down to bed-rock before the freezing of the river made further operations impossible. This hope was not realized, for the bottom of the hole at 768 feet was still short of bed-rock when winter closed in. It was thus proven that the bed-rock granite of the Hudson at the Storm King crossing was more than 768 feet below the surface of the river; but it was also ascertained that, 675 feet to the west, bed-rock was only a little over 500 feet below the surface; and 675 feet to the east, bed-rock was encountered at 450 feet below the surface.

The work done since then shows that the bed-rock of the Hudson lies between 768 feet and 955 feet below the surface of the river. It was wholly unexpected that the bed-rock would be at so great a depth. The larger portion of the rock is granite from shore to shore and for a mile or two on each side. It is a part of the large Storm King batholith which is so important a feature of this portion of the Highlands.

In excavating the tunnel through bed-rock only two small faults were encountered in the rock. These faults are the chief source of the small amount of water entering the tunnel. Although the tunnel is 3,022 feet from shaft to shaft and is 18 feet in diameter, the wall-rock is practically dry throughout the larger part of its course.

If water erosion of the bed of the Hudson is not the cause of the great depth at which the bed-rock is found, then the Storm King Pass has been overdeepened by some other agent than water. There is but one other agent and that is ice. "Sub-glacial erosions would therefore follow. Opinion in America in recent years has been predominantly against glacial erosion, but various lines of evidence are making this process more and more probable. The Storm King Crossing would seem to be a favorable place for it."

WATER TRANSPORTATION BETWEEN CHICAGO AND THE MISSISSIPPI. A canal boat carrying a cargo of salt left Chicago on June 1 last, passed through the Chicago River and Drainage Canal to Lockport, thence by the Illinois and Michigan Canal to La Salle, thence by the Illinois River to the Hennepin Canal and thence to the Mississippi, which was reached on June 8, and the cargo quickly and economically unloaded at Muscatine. The trip was made to illustrate the possibilities of a deep water canal between the Great Lakes and the Mississippi and has at least proved the feasibility of a canal boat haul for cargo over this distance. It is now proposed to bring several vessels from the Erie Canal and use them for carrying salt by this route to various points in Iowa.

The Hennepin Canal is in fine condition with plenty of room, good water, and a good lock service. It is recommended that the locks on the old Illinois and Michigan Canal should be enlarged to the size of those on the Hennepin Canal, the depth increased to 8 feet and the sides strengthened. Barges 30 feet wide and 140 feet long carrying 800 tons could then pass between Chicago and the Mississippi and enable an enormous tonnage to be very economically carried.

OUR COAL PRODUCTION IN 1911. The total quantity of coal mined in the United States in 1911 was 496,188,308 short tons; in 1910 the total was 501,596,378 short tons. We are now mining about a half billion tons of coal a year.

WATER POWERS OF NORTH CAROLINA. The North Carolina Geological and Economical Survey has issued *Bulletin* No. 20, "Water Powers of North Carolina," presenting a large amount of data relating to the flow and power of North Carolina streams. These data consist chiefly of gage heights and discharge measurements which are used to show the continuous daily flow of the streams; also river profiles that can be used to estimate the available fall at any place. North Carolina stands perhaps first in the number and magnitude of her available water powers. Since 1898 the State survey, in cooperation with the U. S. Geological Survey, has maintained gaging stations on the principal rivers and streams at which daily measurements have been made of the height of the river surfaces. Measurements have also been made of the flow and volume of water. These data have made it possible to prepare tables giving the amount of available water that a stream will carry and how much this can be increased by storage and reservoirs. The present volume presents the results of these investigations carried on through a term of years, so that the results given regarding the available water power at all seasons of the year can be relied upon as accurate.

MAP OF ILLINOIS. A second edition of the "New Base Map of Illinois," on a scale of approximately eight miles to the inch has been prepared by the State Geological Survey. It is in three colors, drainage features in blue, railroads, land lines, towns, etc., in black, and county boundaries and altitudes in red. The map eliminates the errors of early land surveys, so that places are shown with correct latitude and longitude. Railroad alignments are all highly accurate.

THE PARKER EXPEDITION TO MT. MCKINLEY. The members of the expedition led by Prof. Herschell C. Parker have returned home after having, with great difficulty, ascended Mt. McKinley to an altitude of about 20,000 feet. They were only about 300 feet from the summit when a very hard storm compelled them to give up the attempt. The party charted a large area that had not hitherto been mapped and practically demonstrated the possibility of reaching the top of Mt. McKinley by the northern or Muldrow glacier route.

THE PORT OF PRINCE RUPERT. Prince Rupert, on the Pacific Coast about 550 miles north of Vancouver, is the Pacific terminus of the Grand Trunk Pacific Railway and is destined to become a very important seaport. Its development is rapidly progressing. Its harbor is formed by Kaien Island on the southeast, and Thompson peninsula and Digby Island on the northwest. The entrance is about a half mile wide at its narrowest point and no harbor along the coast can be more easily entered. It is about nine miles long and three-quarters of a mile to a mile and a half wide. The shore is rocky, falling off steeply to a depth of 120 feet. For this reason the wharves on the Prince Rupert side of the harbor have to be built along the shore line without slips.

Port Edward, eight miles from Prince Rupert, is now being developed as an industrial center, and is being connected with Prince Rupert by rail. It has exceptional facilities for the erection of wharves and the dockage capacity, per unit of water-front, will be much greater than Prince Rupert itself can offer.

SOUTH AMERICA

NEW PORT OF VALPARAISO. Valparaiso has the most commodious harbor on the western coast of South America but unfortunately it is open to storms from the north which occasionally do much damage to shipping in the harbor. The harbor works which it was expected would fully obviate this difficulty and make the harbor entirely secure were destroyed by the earthquake of 1908. The construction of a new port is now in progress. It will provide a harbor, capable of berthing the largest modern ships and will include: a breakwater, 945 feet long; a quay wall, 2,066 feet long, strengthening and extending the fiscal wharf to a length of 1,214 feet; another quay wall 600 feet long; a jetty, 820 feet long and 328 feet wide; a coal wharf, 656 feet long and 328 feet wide; a coal wharf, 656 feet long and 100 feet wide, including coal transporters, hoists, cranes, railroad, etc. All the necessary customs and other warehouses, administration buildings, lighthouses, and coastguard stations are also to be provided. The new harbor, when completed, will have a depth of forty feet of water. (*Shipping Illustrated.*)

BOLIVIA'S NEW CONNECTION WITH THE PACIFIC. The third railroad between Bolivia and the Pacific is practically completed and traffic will probably be opened in September. This is the railroad between the Port of Arica, Chile, and La Paz, Bolivia. Built across the Andes, some unique engineering problems were involved. The cost of construction was about $14,600,000. The line is 264 miles long. As Arica is one of the best ports on the South Pacific coast, it is expected that the line will compete sharply with the earlier rail routes to Bolivia. It gives the shortest haul between that republic and the Pacific. It has one disadvantage, however: for about twenty-five miles the grade is too steep for an ordinary track and a rack road is employed, which involves some delay and extra expense.

PRIMITIVE MAN IN SOUTH AMERICA. In 1910 the Smithsonian Institution sent Dr. Ales Hrdlička, Curator of Physical Anthropology in the U. S. National Museum, to make a study of available material relating to ancient man in South America. He had already studied the same problem in North America and was much interested in the evidence bearing on the antiquity of man in the southern continent. As geological investigation is important in studies of this character, Mr. Bailey Willis, of the U. S. Geological Survey was detailed to accompany Dr. Hrdlička. The chief purposes were to examine skeletal remains in Brazil and Argentina and the localities and deposits from which these finds came.

The Museum collections in Argentina were studied and also several localities where important specimens had been found. The researches occupied about three months. Every specimen relating to ancient man that could be found was examined and every important locality investigated. The general results of the inquiry are not in harmony with claims previously made by various students who reported the finds. The conclusion was reached that, to the present time, the evidence is unfavorable to the hypothesis of man's great antiquity in that region, especially as to the existence of very early predecessors of the Indian in South America; nor does it sustain the theories of the evolution of man in general or even that of an American race alone in the southern continent. The facts collected merely attest the presence of the already differentiated and relatively modern American Indian. Early man may have existed in South America, but this proposition is not yet established.

AFRICA

THE RIFT VALLEY IN CENTRAL AFRICA. Prof. George L. Collie, of Beloit College, Wis., has a paper on the "Plateau of British East Africa"* in the *Bull. Geol. Soc. of Amer.* (Vol. 23, 1912, No. 2, pp. 297-316), in which he describes the geology and physiography of the Plateau and devotes several pages to a discussion of the Great Rift Valley which extends, according to the supposition of Suess, from Lake Nyasa in about 15° S. northeasterly to the neighborhood of Antioch, Syria, 35° N. Lat. a distance of nearly 3,500 miles. After a discussion of the Valley in British East Africa, as to its position, origin, escarpments, valley-floor, lakes, drainage, etc., he ventures to predict the fate of the Rift Valley in the future.

"Since the Rift is a valley of accumulation," he says, "it might become filled with detritus in the course of time, but it would take long to obliterate it by this method. Erosion, however, is removing the divide which separates it from the Victoria basin, and that with rapidity. When this divide is taken away, the warm, moisture-laden winds from the Congo region, which now precipitate their contents on the western slope of the divide, will sweep across the Rift Valley

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*Prof. Collie's paper "The Plateau of British East Africa and Its Inhabitants" appeared in the *Bull. Amer. Geog. Soc.*, Vol. 44, 1912, No. 5, pp. 321-334.

and yield their rainfall to the eastern escarpment. Streams will then flow across the present Rift to the Nile basin, and the Rift Valley will be added to that great system of drainage. The east wall will then be attacked and retreat until a suitable gradient has been established to the Nile. By that time the Rift will largely disappear, perhaps leaving no trace of its existence. All that may be left to tell the story of its greatness and uniqueness will be the records of those who saw it in its pristine days."

GROWTH IN POPULATION OF THE ANGLO-EGYPTIAN SUDAN. In Lord Kitchener's *First Report* on the Anglo-Egyptian Sudan, he presents figures for population that strikingly illustrate the progress of this vast territory under British administration. Before the Mahdists conquered this southern territory of Egypt, the population numbered about 9,000,000. It sank to 2,000,000 as the result of the Mahdist *régime.* The population is now 3,000,000 again and Lord Kitchener predicts that in all probability it will double that figure in five years. (*The London Times Weekly edition No. 1,849, 1912.*)

PORT SUDAN. A few years ago there was not even a native village where Port Sudan now stands on the Red Sea. The value of the imports received at Port Sudan in 1911 was about $6,500,000, more than double the value of the imports in 1909. The value of the exports in 1911 was about $1,290,000 and exports continue to increase at a remarkable rate. One of the chief causes of this development is the extension of the railroad to the south of Khartum which has brought the fertile Gezireh district between the White and Blue Niles into direct and easy communication with the sea by way of the railroad that extends from the Nile to Port Sudan. In the near future the trade of the Anglo-Egyptian Sudan will be a very important feature of African commerce. (Condensed from *Board of Trade Journal,* Vol. 78, 1912, No. 822, p. 524.)

ITALIAN SOMALILAND. Some additional light on the imperfectly known geography of this regions is given by Professor Baldacci of the University of Bologna in a recent number of the *Revue Économique Internationale* (Vol. III, No. 3, 15-20 Sept., 1911). Italian Somaliland covers a total area of about 150,000 square miles. Its 300,000 inhabitants are largely nomads in whom the spirit of independence is strong and whose nature is warlike. The natural region of which the Italian colony forms part has a fairly well defined trapezoidal shape. It is washed on two sides by the waters of the Indian Ocean and extends inland to Lake Rodolf and the Ukamba district. This physiographic unit stands out conspicuously as a sloping plain devoid of noteworthy orographic features. Starting from its lowest point along the mouth of the Juba R. it rises gradually in all directions to a height that does not exceed 1,000 meters except on its northern boundary. The whole region is somewhat arid. In the north the small watercourses bear close resemblance to the wadis of the Sahara desert. In the south, streams vanish in the sands before reaching the coasts. The Juba alone discharges its waters into the ocean although not before having lost a large percentage by evaporation.

The most important economic district of the Italian colony is near its southern border. It comprises the valleys of the Juba and Shebeli. Agriculture, forestry and cattle-raising appear destined to thrive within its borders. Kismayu its natural harbor, however, lies just beyond the boundary on British territory. At present banana, corn, sesame, tobacco and cotton are raised by the natives, who manage often to obtain three to four crops yearly despite their primitive methods of work.

EMIN PASHA'S UNPUBLISHED SCIENTIFIC MEMOIRS. The scientific data of this famous explorer are collected in sixteen manuscript volumes and accompanied by many loose sheets on which Emin Pasha had recorded his routes in the Congo after his separation from Dr. Stuhlmann. Only eight of these volumes are actual notes of travel. The others contain zoological and meterological data. They comprise the period between 1874 and the date of his murder by natives on Oct. 23, 1892. Emin Pasha was much involved in the political affairs of the natives and his notes on this phase of their development are as interesting as his scientific data. The story of the vicissitudes that befell these documents is given in the *Boll. Soc. Geogr. Ital.* (July, 1912).

After the explorer's murder all his notes were preserved by the Belgian authorities and in time were given to one of his daughters in Berlin. They were sold by her to a wealthy man of that city who eventually emigrated to America. All trace was lost of them at last and it was not till two years ago that Dr. Stuhlmann learned that they were in America and had been offered for sale. Subsequently they appeared for sale in the hands of G. Schultzer, of Berlin, a nephew of Emin Pasha. After their authenticity and scientific value had been ascertained, Dr. Stuhlmann persuaded the managers of the Colonial Institute of Hamburg to buy the whole set.

AUSTRALASIA AND OCEANIA

THE CENSUS OF THE UNITED STATES SAMOAN ISLANDS. By direction of the Governor-General, Captain William M. Crose, U. S. N., the census of American Samoa was taken on February 1, 1912. The figures have been published in the government newspaper, *Le Fa'atonu,* for May and are summed up in the following table:

	SAMOANS	OTHER POLYNESIANS	HALF CASTES	CAUCASIANS	TOTAL
Tutuila East	2,750	74	200	162	3,186
Tutuila West	2,133	44	76	15	2,268
Manu'a	1,776	3	16	2	1,797
Total	6,659	121	292	179	7,251

In 1892 Dr. Reinecke gave the round number of 4000 as the population of Tutuila and Manu'a, certainly without inclusion of Caucasians and probably meaning Samoans only. This figure derives from the seldom trustworthy returns of the Samoan pastors to the London Missionary Society; while fairly accurate as regards their own parishioners their reports always tend to minimize the numbers of those affiliated with the older communion.

This official census subdivides the total population into males 3836, females 3415. From these totals should be withdrawn the official population of the naval establishment, 193 men, 16 women. Thence is derived the record of indigenous population as 3643 males and 3399 females, which corresponds in reasonable accuracy with Reinecke's showing for Upolu and Savaii of 16,850 males and 15,950 females. These records show quite plainly that the Samoans are not a dying race. They are now far below the limit of agricultural toleration of their land and it is expected that with the amelioration of their condition under enlightened administration and with the cessation of the wars which have desolated the islands for at least two generations, a marked improvement in the statistical position will become manifest. W. C.

POLAR

GREENLAND AGAIN CROSSED. It was reported in the *Evening Journal* of New York on September 13, that Dr. M. A. Quervain, a young Swiss meteorologist who had had some experience on the inland ice of Greenland, has crossed the inland ice from West Greenland to the east coast and that his scientific results are important.

His programme as outlined in *Le Globe,* No. 1, 1912 (Geneva Geographical Society), was to cross from Holstenborg, in West Greenland to Angmagsalik on the east coast by a route considerably to the north of Nansen's. He expected to have three comrades, four sledges and twenty-five dogs and to set out on the journey about May 25. He hoped to reach Angmagsalik about Aug. 1 and return by steamer to Europe early in the fall.

MR. LEFFINGWELL'S PLANS. A letter from Ernest DeK. Leffingwell written at Flaxman Island, Alaska, dated May 20th, informs his family of his decision to spend the winter in California and the East, returning in 1913 for another summer's work on the north coast of Alaska. The letter was not received until August.

MIKKELSEN'S RETURN FROM EAST GREENLAND. Captain Ejnar Mikkelsen and his companion, Engineer Iversen, have safely been returned to Denmark by the Norwegian fishing vessel Söblomsten which found them on the coast of East Greenland. They had been given up as lost. For more than a year they had lived chiefly upon the game they were able to kill. Mikkelsen reports that he found various records and the diary of Mylius Erichsen who, with his two companions Brönlund and Hagen, perished after completing the mapping of the unknown coast of northeast Greenland. This map was recovered and a description of it was printed in the *Bulletin* (Vol. 41, 1909, pp. 23-25), following an account of what was known of Mylius-Erichsen's great sledge journey (Vol. 40, 1908, pp. 553-4). Mikkelsen found on the coast of Denmark Fiord two cairns containing Erichsen's reports of discoveries, from which it would appear that Peary Channel does not extend from Robeson Channel to the Greenland Sea as has been represented on the maps. Mikkelsen and Iversen spent the past two winters, amid great privations, partly on Shannon Island and partly on Bass Rock Island.

POLITICAL STATUS OF SPITZBERGEN. The *Geographical Journal* (Vol. 39, 1912, No. 6, p. 617), announces that the conference on this subject between representatives of Russia, Sweden and Norway lately met at Christiania and agreed upon a convention according to which Spitzbergen will be a neutral territory open to all nations but administered by a joint board consisting of one representative of each of the contracting powers. Taxes are to be levied by the board but only with the approval of the respective governments.

CYCLONIC MOVEMENTS IN THE ARCTIC. A much-belated discussion of the movements of cyclones in the Arctic in the period September, 1882, to August, 1883, by Edouard Vincent, has appeared in the *Mémoires* of the *Academie royale de Belgique, Classe des Sciences* (II ser., tome III, 1910). The material used comprised the international polar observations of 1882 and 1883, together with those made at certain other permanent stations somewhat farther south. Using these data, the author has been able to construct synoptic daily pressure maps for the area within lat. 60° N. The interest in the history of our extra-tropical cyclones after they leave our own latitudes on their poleward journey naturally makes such a study as that of Vincent one of considerable importance. It appears from the charts that cyclones seldom travel beyond latitude 80° N. In two cases only within the period in question did they pass north of latitude 85°. Further, with increasing latitude the cyclones last a shorter time; they may be followed for three or four days, but hardly ever for seven or eight days, as is the case so frequently in lower latitudes. The pressure at the center of polar cyclones is never very low. The polar area is clearly not one of marked atmospheric disturbances. It has, as a matter of fact, been pretty clear for some years that the inner polar area, in both hemispheres, is beyond the region of the marked cyclonic disturbances of our own latitudes. The most recent expeditions in the Antarctic have confirmed this view. R. DEC. W.

THE JAPANESE ANTARCTIC EXPEDITION. The *Kainan Maru* under the command of Lieut. Shirase arrived at Yokohama on June 19 last. A preliminary report of its work in the Antarctic published in *Ostasiatischer Lloyd* 1912, No. 16 and 18, is reproduced in *Petermanns Mitteilungen,* Vol. 58, 1912, July, p. 34. It appears from this account that the stay of the party on the Antarctic continent was limited to four weeks. They landed in Whale Bay, Amundsen's winter quarters, on Jan. 16, this year, and four days later Shirase led a party into the interior which returned to Whale Bay on Feb. 1 after an absence of eleven days. Meanwhile Capt. Nomura took the *Kainan Maru* to the east as far as Biscoe Bay where he climbed Alexandra Peak. His farthest eastward position was in 150° W., 73° S. Meanwhile a sledge party under Takeda traveled to the southeast as far as 156°27′ W., 80°5′ S., where an altitude of 1,300 ft. was reached. On Feb. 14, the Japanese vessel started on the homeward journey as the party had neither coal nor provisions for a longer stay. Lieut. Shirase is said to claim that he has proved that there is no connection between South Victoria Land and King Edward VII Land. As the work of Amundsen, Scott and Shackleton seems to have convinced those explorers of the strong probability that these lands are connected, Lieut. Shirase's opinion, may be regarded as speculative.

PERSONAL

DR. HENRYK ARCTOWSKI. The University of Lemberg, Austria, on the occasion of its 250th anniversary, conferred upon Henryk Arctowski, Chief of the Science Division, of the New York Public Library, the honorary degree of Doctor of Philosophy. Dr. Arctowski has an international reputation as a meteorologist and his attainments were especially brought to notice by his work as the meteorologist of the Belgian Antarctic Expedition. More recently he has been engaged in researches looking towards the prediction for some years in advance of weather and its effects on crops and food supply. His initial papers on this subject have appeared in the *Bulletin* of this Society and others are also in course of publication in the *Bulletin*.

PROF. ROLLIN D. SALISBURY. Prof. Salisbury head of the Department of Geography and Dean of the Ogden Graduate School of Science in the University of Chicago sailed recently for South America with Mr. Bailey Willis, C. E. of the U. S. Geological Survey. It was their purpose to cross the Isthmus of Panama, go down the west coast to Valparaiso, spend a few days on the west side of the Andes and then take the Trans-Andean R.R. for northern Argentina and Buenos Aires. About Oct. 1, Prof. Salisbury expects to camp in Patagonia at Lake Nahuel Huapi in the eastern Andes and later to inspect the iron deposits of Brazil.

OBITUARY

PROF. JOSÉ ARECHAVALETA. Prof. Arechavaleta, Director of the Museo de Historia Natural, Montevideo, Uruguay, died in that city on June 16 last at the age of 63 years. He was born at Bilbao, Spain.

DR. W J MCGEE. Dr. McGee, whose contributions to geology, anthropology and the conservation of natural resources made him widely known, died on Sept. 5, aged 59 years. In 1887–91 he made a geological and physiographical survey of northeastern Iowa, the most extensive ever carried out in America without public aid. His "Pleistocene History of Northeastern Iowa" was published in 1891. Later he became attached to the U. S. Geological Survey, had charge of the surveying and mapping of 300,000 square miles in the southeastern part of the country, investigated the Charleston earthquake in 1886, served as ethnologist in charge of the Bureau of American Ethnology in 1893-1903 and held other important positions. He was distinguished as a lecturer and a writer and many of his scientific memoirs and over 300 minor articles were published by the Government.

GENERAL

THE XIITH INTERNATIONAL CONGRESS OF GEOLOGY. The International Geological Congress, on the joint invitation of the Government of Canada, the Provincial Governments, the Department of Mines, and the Canadian Mining Institute will hold its twelfth meeting in Canada during the summer of 1913, under the honorary presidency of H. R. H. the Duke of Connaught, Governor General of the Dominion of Canada. The Executive Committee consists of the following gentlemen:

President.—Frank D. Adams, D.Sc., F.R.S., Dean of the Faculty of Applied Science and Logan Professor of Geology, McGill University, Montreal.

General Secretary.—R. W. Brock, M.A., F.R.S.G., Director of the Geological Survey of Canada, Ottawa.

Members.—Alfred E. Barlow, D.Sc., F.R.G.S., McGill University, Montreal; A. P. Coleman, Ph.D., F.R.S., Professor of Geology, University of Toronto; Théo. C. Denis, B.A. Sc., Superintendent of Mines for the Province of Quebec, Quebec; O. E. Leroy, B.A., M.Sc., Geological Survey, Ottawa; G. G. S. Lindsey, B.A., K.C., 27 Manning Arcade, Toronto; William McInnes, B.A., Geological Survey, Ottawa; Willet C. Miller, LL.D., F.R.S.G., Geologist for the province of Ontario, Toronto; W. A. Parks, B.A., Ph.D., Department of Geology, University of Toronto, Toronto; J. B. Tyrrell, M.A., F.R.S.G., 534 Confederation Life Building, Toronto.

Secretary.—W. Stanley Lecky, A. R. S. M., Victoria Memorial Museum, Ottawa.

The following topics have been selected by the Committee as the principal subjects for discussion:

1. The coal resources of the world.
2. Differentiation in igneous magmas.
3. The influence of depth on the character of metalliferous deposits.
4. The origin and extent of the pre-Cambrian sedimentaries.
5. The sub-divisions, correlation and terminology of the pre-Cambrian.
6. To what extent was the Ice Age broken by interglacial periods?
7. The physical and faunal characteristics of the Palaeozoic seas with reference to the value of the recurrence of seas in establishing geologic systems.

It is proposed to hold the meeting of the Congress in Toronto, beginning on or about August 21. The Congress will continue in session for eight days. Arrangements have been made for a series of excursions which will enable the members of the Congress to gain a knowledge of the geology and physiography as well as the mineral and other natural resources of Canada. These excursions will take place before and after the meeting of the Congress. Members will have the opportunity of participating in one or more of the longer, in addition to several of the shorter, excursions.

WIND-BLOWN TREES. Some very remarkable photographs of wind-blown trees are reproduced in a recent article by Dr. Oscar Burchard, director of the German meteorological station at Puerto de Orotava, on the island of Teneriffe (*Met. Zeitschr.,* Vo. XXIX, 1912, p. i). The trees are very old (*Juniperus phoenicea* L.), and are wind-blown to such an extent that they are actually prostrate on the ground. The direction in which they lie is about N. 67° E. Dr. Burchard rightly concludes that this direction is the resultant of the variations of the northeast trade during the long period during which the trees have been growing. Observations of wind-blown trees might very profitably be made by travelers in little-known regions. The prevailing wind direction, or it may be the direction of the strongest winds, which is often permanently recorded in the direction shown by the trees, is a climatic element of great value. R. DEC. W.